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WEDNESDAY, JANUARY 15, 1919.

There Is No Need For Increased Street Car Fares Under Government Ownership

But Only Real Property Should Be Bought—No Blue Sky.

The transfer question is settled—at least, for the present. Beginning February 1 the public will be granted the privilege—fought for by this newspaper for years—of transferring without extra fares from the cars of one traction company to the cars of the other.

The Times does not believe that this privilege will result in any real financial hardship to either company.

Present indications are, however, that free transfers may shortly be made the basis of a request on the part of one or both of the traction companies for financial assistance.

Representations are likely to be made that there should be an order from the Public Utilities Commission authorizing a charge for transfers or an increase of one or two cents in the regular car fares.

The Times is convinced that neither of these things are necessary to either company.

If dividends are paid only on a capitalization representing real, bona fide, visible assets, and not on stock jobbing, high finance, blue-sky securities which have nothing tangible back of them;

If all leakage from dishonest employees is stopped and it is made certain that what the public is now paying gets into the company treasuries;

But if, considered on a basis of proper valuation and dividends and an assurance of effective management, the Commissioners shall be convinced that there is a shortage of income that promises by its permanency to seriously cripple either or both of the companies, then, and then only, should they give ear to any demand for increased fares.

And Favorable consideration should be given to no plan which does not couple with the increased payment by the public an enforceable ruling that safe, dependable, and efficient service must be rendered.

If an increase is made to hinge upon the above considerations The Times does not believe there is, or will be, the slightest ground for granting it.

And If with present incomes both companies, but notably the W. R. & E., are not able, or being able, do not promptly bring the service up to a reasonable degree of efficiency and safety the Commissioners should petition Congress to condemn and take over both lines at their real value and operate them as Government properties.

Conditions as they exist, notably on the W. R. & E. lines, are a menace to life, a constant expense in lost time to every person who rides, to the Government and to every other employer in the District; an economical waste for which there is no excuse since Government ownership will furnish a ready remedy.

If the water supply of the city was privately owned and for purposes of increased or improper profits the owners furnished an insufficient flow or allowed it to become foul and unhealthful rather than spend the money to properly maintain it there would be some remedy quickly devised.

That remedy would be for the Government to take it over, and that Government ownership never allows such conditions to continue is proven by the fact that it never allows them to come into existence at all.

The street car service has for months been insufficient in volume and dangerous in operation. It is time some action was taken to better it.

The companies say they are doing the best they can. It is self-evident that that isn't good enough. There is no substantial basis for hope of improvement except at an increase in cost to the public wholly unwarranted.

The time for Government ownership is here.

Don't Hold Out on the Conductor

Readers have written over and over again lately in increased volume, "Why don't you tell passengers on the street car NOT TO PAY THEIR FARE UNLESS IT IS ASKED FOR DIRECTLY?"

You know that conductors on crowded cars would never be able to collect one-half the fares if it were not for the fact that the passengers voluntarily make their work easy.

But there is something more important than the mere punishment of a street car company or "getting even with it."

If the PUBLIC, the great body of the people, which gives the country its character, should become dishonest, even on a small organized basis, THAT WOULD BE A VERY GREAT NATIONAL CALAMITY.

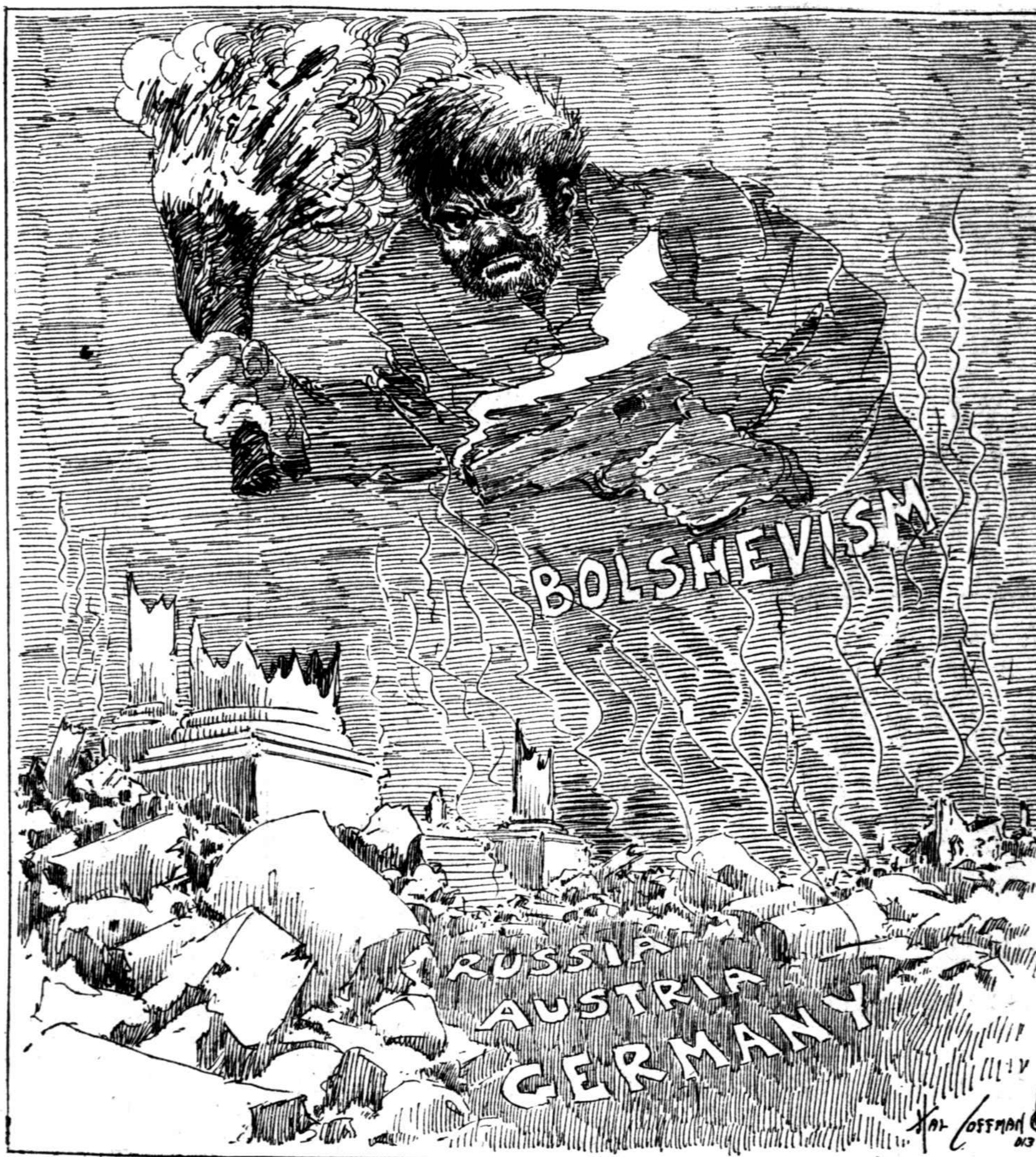
It is far better to suffer injustice THAN TO BE UNJUST AND DISHONEST.

It is far better to allow the company to collect for inadequate service, which by boarding the car you tacitly accept, than it would be to fight them in a dishonest way.

Whatever you may think of the service and its value, the legal fare is established and collectible. Be honest and pay it.

WASHINGTON TIMES

Out of the Ashes of Empire



Beatrice Fairfax Writes of the Problems and Pitfalls of the War Workers Especially for Washington Women

THIS column is an exchange for ideas relating to love and domestic affairs. Anyone is welcome to write a letter and give his or her views on love, marriage, the rearing of children, and kindred topics.

Very often I do not agree with the sentiments of correspondents, but they get a hearing—as I believe in an exchange of pulpits. But please do not hold me responsible, and abuse me into the bargain, for the sentiments of a lady living in Chevy Chase or a gentleman from Tacoma Park.

Angstoria may harbor a correspondent whose views, to my mind, represent the wildest sort of domestic nihilism. Cleveland Park may furnish sentiments that appear medieval or "mid-Victorian," which is a more biting way of expressing it. If all thought alike, this column would be dull; some one might almost feel justified in referring to it as a "Forum," whereas there are times when the clashing of opinions might lead one to mention it as the "Ring."

Today I am going to turn it over to "B. S. H.," who, it will be remembered, is the gentleman of liberal views, especially where kissing is concerned. Two ladies, under the signatures of "M. F. G." and "Happily Married," answered his letter and rebuked him for his opinions. One of these ladies stated that she had never been kissed by her fiancé till after the marriage ceremony had been performed, and the other not until she had been engaged several months.

"B. S. H." now replies to these ladies, whose views he regards as "mid-Victorian." Doubtless he puts mine in the same category, and let me say, I am not at all humiliated by the classification. A greater promiscuity in love affairs may be more modern; it is also less fastidious.

Are Women Beginning to Think for Themselves?

Women have been kept in semi-ignorance (innocence some call it); today they are learning of the world and beginning to think for themselves at an early age. They break many conventions that impose irksome restrictions on their rightful freedom of action and thought that usually shocks very proper people, but I fail to see that they are morally inferior, and they usually develop into mentally superior beings, when compared with their progenitors of a generation ago at maturity.

All comments seem to be based

TODAY'S TOPIC ARE CUSTOMS CHANGING?

on the idea that the proper and only really desirable place for woman is in the home as wife and mother and that all friendship of young girls with men is with the marriage state in view. Your readers seem to lose sight of the fact that many girls have planned a career and others have no desire for marriage, and the responsibilities of motherhood until later in life.

Even with those desiring early marriage, the role of housewife, which is often synonymous with household drudge where modest means and a family of several children are combined as factors, has no great allure to the girl who is financially independent through her own effort.

Owing to the high cost of living and the almost impossible conditions of obtaining help in any form, the average young man of today is unable adequately and properly to provide for the old-fashioned family and often with great difficulty provides for the small family; therefore, the girls who are unwilling to lower their standards must wait; and often realizing that they are unable to obtain a man that will meet their requirements and ideals, give up the idea of marriage, unless the right man happens to meet and become interested in them.

Marriage a Serious Affair. Now comes the question on which all this discussion is based. Are these girls to deny themselves the little intimate fellowships of men who they like well enough to associate with, or whose company they enjoy and the romance that

may be playfully snatched from time to time to sweeten and exhilarate an otherwise rather drab existence?

Does it seem reasonable to ask that they give up entirely their prerogative of receiving some affection from favored members of the opposite sex? Furthermore, is not marriage a serious affair and presumably a life-long partnership, sufficiently serious to warrant the girl in "trying out" several men and gaining a knowledge of their temperaments and traits before she chooses one? When you hold a man at a distance you put him on guard and are only able to observe him while on parade. Let me respectfully remind your correspondent M. G. D. that the music of the great Wagner was received with about the same comments as hers on my letter, and as for Richard Strauss, the music of this genius still receives them. Now I have every respect for this correspondent and her "Mid-Victorian" ideals when they are sincere; let these ideals prevail whenever the temperament and training is such as to make them right and proper. Try to impose them on the multitude, however! I do not need to answer this, it simply cannot be done.

The chances are that regardless of how beautiful, sweet and fine a woman this correspondent may be, had we met we would have found little in common and have taken no interest in each others company. And she would by nature be safe from any attempt on my part to kiss her under any circumstances, likewise her "Happily Married" contemporary.

But what does this type of woman know of life outside of the sanctuary of her home? Very little indeed; it is my experience that even the close woman friends of such a sainted person feel obliged to act up to her ideals when under her observation. To discuss really deep sociological subjects with her would be useless.

Also who said anything about paint and powder? M. F. G.'s viewpoint is apparently so narrow that she immediately connects kissing other than in wedlock with painted ladies. I have known very fine women who entertained the most rigid ideals and equally fine ones who used rouge and smoked cigarettes.

Our Ideas of Deportment. Customs are changing with the times, and it is wrong to condemn those who do not conform to our particular ideas of deportment, a fact which some people cannot seem to learn.

In the good old long ago of our grandparents I am told, it was truly shocking for a girl to display any of her physical beauty below her neck and above her ankles, and it would have meant a jail sentence for the entire company of the theatrical shows which our daughters see today, but we are improving not degrading by casting aside these old ideas. By taking sensuousness away from female beauty through a more general exposure (witness the girls of today) we are more nearly approaching the Greek ideal. I took upon all these changes as leading to a higher mental state. I am glad to know that my wife entertains and is entertained by other men and finds some pleasure in their company, it has never made her less capable as a mother and mistress of my home or less attractive as a companion to me but has rather tended to keep me on the alert so as to compare favorably with other men.

If I had any real doubts as to my wife's constancy or if I feared to trust myself with other girls, I would feel satisfied that I was at fault in having made a mistake in the choosing of my wife. When the marriage state will not successfully stand such companionship, it is held together by a rather narrow margin of safety.

I consider my knowledge of woman and her ways quite superior to that of M. G. D. and having treated well below the superficial manifestations know many of the girls whom she would condemn to be really fine in character, quite adorable creatures.

In fact the only real disappointment in recent years was a most attractive girl, charmingly pretty face and dainty figure but with a mind that somewhat resembled a garbage can, and she was the daughter of one with M. F. G.'s ideals. Evidently temperament had skipped a generation or two as it sometimes does.

Here's One Way Congress Can Help Improve the Ash Collections

Appropriate the \$75,000 Which the District Commissioners Have Asked As a Deficiency to Tide the Ash Contractor Over the Present Abnormal Conditions.

By EARL GODWIN.

There is a request for \$75,000 before the House Committee on Appropriations which means life or death for the present system of collecting ashes.

Many months ago, before the present abnormal conditions arose, the contractor estimated that \$78,300 would be sufficient to remove all of Washington's ashes for the present fiscal year.

Now comes a tight squeeze in the labor market and a big rise in all prices, and the contractor finds himself just \$75,000 behind in his estimates.

If he fails in his contract, the District of Columbia must take over the work, and the \$75,000 will be just as necessary then as it is now. But if he gets this \$75,000 from Congress it will be used in a going concern by men skilled in the ash-collection business and possessing facilities which make it an easier matter for the contractor to continue this work than for the District to jump in and build up a new system.

The books of the contractor have been examined carefully by District officials, whose opinion is that the best interests of the people of Washington demand that this appropriation of \$75,000 be made.

That there is a breakdown in the ash collections is, of course, a matter of common knowledge, but if the contractor retires from the field we will be no better off financially, because the District would have to assume the responsibility and the \$75,000 item would have to be appropriated just the same. And, as I said before, the District of Columbia would have to start in a new business in the middle of a year without proper preparations and without the necessary facilities.

So it seems a matter of common sense that the ash-collection service would be greatly benefited if Congress would rush through that \$75,000 item, so that the contractor can have his mind on his work, instead of wondering where he is going to land in a financial sense if that \$75,000 hole is not filled.

HEARD AND SEEN

GEN. E. W. WHITAKER, our veteran smoke inspector, was knocked down by a motor truck Saturday night near his home on Rock Creek road, and though considerably bruised, no bones were broken, and he is recovering very nicely. He says he hopes the driver does not feel that he owes him anything for damage to the car. The general was chief of staff to General Custer in the civil war, and has been in Washington ever since. He remembers when army trucks stuck in the mud on Pennsylvania avenue, and he helped President Grant and Mayor Shepherd try to make a city out of Washington in those old days.

HEMPHILL, now in Lexington, Va. I wish the major was here.

FORD YOUNG said that he went to church last Sunday night for the first time in twelve years, and that is the reason why the meter fell.

ISAAC GANS got the only unanimous vote.

PATRICK J. HALTIGAN's voice is still silvery, isn't it?

You haven't heard the car men holler for an increase, have you? A barber tells me, "Them fellers come in here and says they is makin' fifteen-twenty dollars a day."

An awful mistake happened on the Georgia avenue line Sunday. One of the new cars made a trip out that way. Whether the crew thought there would be better pickings out that way and gave it up after one trip, nobody knows. Anyway, the car did not reappear. The Georgia avenue line is a sort of "hell box." You can see the junkiest of the junk—cars which have been in service since George Washington cut down the cherry tree. Most of them have hand brakes, and flat wheels are the rule rather than the exception.

To Be Sung To the Tune of "Smiles."

There are cars that start for Georgetown. There are cars full to the door. There are cars that run by all the corners. When they think they can't hold any more. There are cars that have a jerky motion. Just to mix the human freight inside. But the cars that DIE at Dupont Circle. Are the cars that I like to ride.

AMATEUR.

Jail for Speeders.

I note you say "Do not blame the policemen." I agree with you on this—no doubt they do their duty as they see it and as they are instructed, but how about the great majority of offenders who are arrested and taken to court and let off with a nominal fine or a warning? Isn't it discouraging to the policemen to make arrests when they know the offenders are not going to be adequately punished? And has there ever been a time in the history of automobiles in Washington when the judges here were not entirely too leniently inclined to let off these offenders and not give them six months or a year in jail to meditate upon their criminally reckless and careless driving? That is the only way it ever will be stopped, here or in any other city.

PEDESTRIAN.

HOW OLD IS ANN?

In answer to your request of conundrums for how old is Ann? here is one that I thought might satisfy you. Ann is three times as old as Mary was when Mary was twice as old as Ann will be. How old is Ann? Very sincerely yours, MISS DOROTHY THOMPSON, Box 112 East Falls Church, Va.

DIRECTOR JAS. E. WILMETH, hel... 12th... Ave. He was one of the 12th...

CHAMBER OF COMMERCE LAST NIGHT

HENRY GLASSIE is some orator, is he not?

But A. WADE WELLES is the premier at the speaking game, believe it or not.

Did you notice DR. HARRY KAUFMAN's double pink carnation?

Among those present were MARK DOBRIN and GEORGE DE NEALE.

And, by the way, the name which drew more applause than all the rest combined, including our hero Black Jack Pershing, was the name of TOM GRANT.

I saw MELVIN SHARPE there, by the way. He says he has just received a card from MAJOR J. C.

What's Doing; Where; When

Today.
Meeting—Board of Education, in Franklin School, at 4:30 p. m.
Lecture—By Rev. William J. Duane, S. J., on "H. G. Wells, the well-known English novelist," at Gonzaga College, at 8 p. m.
Meeting—District of Columbia Society of the Sons of the American Revolution at Rauscher's, at 8 p. m.
Address—By Louis Post Assistant Secretary of Labor, on "Kolumbia Esperanto Klub," at Public Library, at 8 p. m.
Meeting—Takoma Community Association, Takoma Library, 8 p. m.
Lecture—"Pan-Americanism," by John Barrett, director general of Pan-American Union, Y. W. C. A., 619 Fourteenth street northwest, 7:30 p. m.
Meeting—Kentucky State Society, New Masonic Temple, 8 p. m. Congressmen Kinchloe will speak.
Meeting—Anthony League, 2007 Columbia road northwest, 4 p. m. Songs and lecture.
Rehearsal—Washington Community Orchestra, Wilson Normal School, 7:30 p. m.
Meeting—Alumni Association of Armstrong Manual Training High School, Armstrong school building, 8 p. m.
Song recital—First Congregational Church, Tenth and G streets northwest, 8 p. m.
Meeting—Washington Safety First Association, Public Library, 8 p. m.
Meeting—Archaeological section of Twentieth Century Club, 2622 Woodley place, 8 p. m.
Drill—New National Guard units, armory, Fifth and L streets northwest, 8 p. m. Tomorrow.
Meeting—"Colorado" Society, Thomson School building, Twelfth and L streets northwest, 8 p. m.
Vaux—For men in uniform, by Progressive Council No. 3, Daughters of America, Naval Lodge Hall, Pennsylvania avenue and Fourth street southeast, 8 p. m.
Meeting—Colored Druggists Association, 313 U Street northwest, 8 p. m.
Willard Hotel, 8 p. m.
Lecture—"The French Law," by Frederic Allain, adviser of French high commission, National University Law School, 818 Thirtieth street northwest, 7:30 p. m.
Dinner—in honor of Sir Arthur Pearson, Willard Hotel, 7:30 p. m., given by Col. James Barclay, M. C., U. S. A., director of Red Cross Institute for Blind.